

CLASSIFICATION/SECRET SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

50X1-HUM

COUNTRY USSR

DATE DISTR. 20 Dec 1952

SUBJECT Organization of Petroleum Shipping on the
Volga-Caspian Route

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2. [redacted] additional information on petroleum unloading facilities at Krasnovodsk. There is an oil harbor at Ufra which is a few kilometers down the coast from Krasnovodsk. There are two oil piers at Ufra which are capable of receiving small tankers although during World War II the large tankers stopped in the roadsteads and were unloaded by lighters. There is no crude nor mazut shipped from Krasnovodsk to Gurev nor to Makhach Kala, although there were some shipments to Makhach Kala before World War II. There are no shipments of finished products from Krasnovodsk.

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3. [redacted] off-shore drilling operations [redacted] have not been meeting the expectations of the officials in charge of the operations. The complaints of the chief of GlavNefteSbyt have primarily been that the costs of the drilling are prohibitive. Near Apsheronkiy peninsula there are many off-shore wells, but [redacted] there are no wells yielding any crude. There is a field of derricks about seven kilometers square in the Bay of Il'ich. [redacted] there are any off-shore operations underway in the port of Makhach Kala. There were a few pipelines running to the shore from some of the wells [redacted] these pipes were used to carry the crude ashore. When the pressure in the well was sufficient it was supposed to move the oil through these pipelines, otherwise a barge would come along side and pump the oil from the well. [redacted] Zhiloy is to be a site for drilling in the future.

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- 2 -

4. The mazut shipped from Baku to Makhach Kala was mainly heating mazut, but there was movement of bunker fuel. [redacted] catalytic cracking processes in use at Baku nor of the shipment of any catalysts.
5. [redacted] an order prohibiting the transmission of information revealing types, quantities, and destination of petroleum products can be amplified. This order was placed in effect in 1948 and applied not only to the fleets of tankers, but to all shore activities handling this type of information. All such information was to be sent in code and not to be transmitted openly.

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